

TRANSPORTATION

Hawkins' Omnibus Line

LEAVES MIDDLEBURY

Leaves Middlebury every morning (Sundays excepted) at 7 o'clock and arrives at Louisville 9 o'clock.

Leaves Louisville at 4 o'clock, and arrives at Middletown at 6 o'clock, p. m.

Passengers will be called for who leave their name at Whipple's stable, on Third street, opposite the post office, or at Kirk's stable, on Fifth street, near Main.

Fare from Louisville to the Fair Grounds 10 cents.


Wayfare to Middletown 10 cents.

Comfort, cheapness, speed, and safety are what offer particularly, and the public may be assured that the Line will be permanent.

J. R. & W. T. HAWKINS

We will also take charge of and deliver our packages at the end of and anywhere along the line accommodating terms.

FOR WASHINGTON CITY
Baltimore, Philadelphia

NEW YORK, & C.
Most direct through Line for the F
BALTIMORE & OHI

RAILROAD!
THIS GREAT WORK OF INTER
nal improvement (279 miles from Wheel

Baltimore, and 408 to Washington,) was opened to Ohio river in January, 1893, and has now been tested and approved, both as a freight and passenger route. This road is located in a romantic country, suitably constructed, fully equipped, and carefully managed, and is thus rendered an attractive as well as a safe line for travel. The completion of the Central Ohio Road, from Columbus to the Ohio river near Wheeling, adds greatly to the importance of this route, offering, as it does, the most thorough rail connection with the entire West.

are sold by this road, which runs direct to Washington without the delay of passing through Baltimore. Also the only line by which baggage can be checked to Washington from the City of Baltimore that makes a direct connection with the Railroad to Philadelphia and New York, &c.

Passengers going East from Louisville, may proceed by steamboat to Cincinnati, and there take the Railroad to connect with this line, or may leave Louisville by the Jeffersonville Railroad direct.

The Mail Steamers leave Louisville daily for Cincinnati, where they arrive so as to connect with the Cincinnati and Mississippi River Railroad for St. Louis, from which a direct line connects with the Central Ohio Railroad.

through Newark and Zanesville to Belleair, on the opposite Benwood station, 4 miles below Wheeling, this place the connection with the B. and O. Railroad made direct. By express train of this route, the trip Cincinnati to Baltimore is less than 28 hours to Washington less than 29 hours.

THROUGH TICKETS are sold as follows: By steamers to Cincinnati, from Louisville to Washington; to Baltimore \$17; to Philadelphia, \$21; and to New York, \$25. Ticket Agents: Corner of Third and Water streets, Louisville.

Be sure to ask for tickets by the Baltimore Ohio Railroad route.

THROUGH TICKETS may also be had at the office of the Jeffersonville Railroad for the Baltimore and Railroad route, by way of the Jeffersonville, Ohio and Mississippi, Little Miami, and Central Ohio and Kentucky Railroads. The following rates: From Lexington to Washington \$2; to Baltimore, \$17 50; to Philadelphia, \$15 50; to New York, \$21.

of Baltimore, Maryland, according to the advertisement, is a company with capital stock of \$1,000,000, and is organized under the laws of the United States. The company is prepared to do an immense business in the transportation of freight, which are carried with care and dispatch, and at a rate as low as those of any other first class line. The company makes immediate connection at the wharves and streets of Baltimore with the Railroad to Philadelphia and New York, steamers of Erickson and the Chesapeake Bay Company's line, by canal and sea, to New York and Boston, steamers to Norfolk, Charleston, Savannah, &c.

For particulars see freight tariff, copies of which will be sent of any of the Forwarding Houses in the W.

JOHN B. DUN
Master of Transportation, Baltimore

WINTER ARRANGEMENT.
1936. Commencing January 7.



Little Miami Railroad
VIA COLUMBUS.

EXCLUSIVELY AN EASTERN ROUTE
Quickest, Shortest, and Most Direct
LIGHTNING EXPRESS
 through to Columbus, Crestline, and Cleveland without change of cars. By any other route passengers and baggage change cars.
 The only route with Three Daily Trains to Cleveland, Dunkirk, and Buffalo, by the uniform gauge and no transfers.
 The only route with reliable connection to Pittsburg, Kansas, via Wheeling and Steubenville.
 The only route through Columbus, being the

quick, and direct route from Cincinnati to the East time is so arranged that it is made with ease. Connections are certain. Passengers are not subject to delay and have full time for meals, which is a great convenience to ladies and children. Crossing the Little Miami near Milford, 17 miles east of Cincinnati, connects with Columbus, Great Lakes, and Chicago, with Transcontinental and other places. The Little Miami, via Columbus, the shortest route, enables a uniform and safe. By any other route from Cincinnati a dangerous crossing is required and compelled to overcome distance, make connections uncertain.

But O'Clock A. M. Train.

Wheeling passengers dine at Zanesville, Pittsburgh, dine at Crestline; Dunkirk and Buffalo, dine at Cleveland, and dine the following morning at New York, Philadelphia, or Washington City, fast at Baltimore.

TIME VIA LITTLE MIAMI ROUTE
From Cincinnati to

COLUMBUS in 3 1/2 hours;
CLEVELAND in 5 1/2 hours;
DUNKIRK in 1 1/2 hours;
BUFFALO in 1 1/2 hours;
ALBANY in 3 hours;

NEW YORK in 3 hours;
BOSTON in 3 hours;
ORRETLINK in 5 hours;
PITTSBURG in 7 hours;
PHILADELPHIA in 8 hours;
WHEELING in 10 hours;
BALTIMORE in 10 1/2 hours;
WASHINGTON in 12 hours;
STREUBENVILLE in 12 hours.
Baggage checked from Cincinnati to Wheeling,
timore, Pittsburg, Cleveland, Dunkirk, and Buffalo.
The Little Miami is the Eastern Depot.
Four Daily Trains.

FIRST TRAIN.—Cleveland, Pittsburg, Steubenville, Wheeling, Lightning Express leaves Cincinnati at 6:30 a. m. for all the above cities. Also, Springfield, Delaware; Circleville, Lancaster, and Zanesville, Chester and Chillicothe.

Through to Columbus, Crestline, and Cleveland without charge of fares.

SECOND TRAIN.—Express Mail leaves Cincinnati at 6 a. m. for all the eastern cities.

THIRD TRAIN.—Acorn modeler, leaves Cincinnati at 8:30 a. m. for all the above cities. Also, Springfield, Delaware; Circleville, Lancaster, and Zanesville, Chester and Chillicothe. Also, Columbus, Crestline and Cleveland.

FOURTH TRAIN.—Cleveland and Pittsburg, N. Y.

press, leaves Cincinnati at 8 o'clock, P. M., for
land, Dunkirk, Buffalo, New York, and Boston;
line, Pittsburgh, Baltimore, Philadelphia, and New
Orleans on Sunday at 2:30 o'clock, P. M., for
bas.
Trains run by Columbus time, 7 minutes faster
Cincinnati.

THROUGH TICKETS.

And all information can be obtained at the
N. Y. C. & N. E. Ticket Agent, W. L. O.
Ticket Agent, No. 177 Front Street, Gibson House
line, ALEX. HAMILTON, Ticket Agent; or at the Old
southeast corner Broadway and Front street, or

Spencer House; or at the Eastern (Little Miami)
East Front Street.
Office hours from 4th A. M. until 3rd P. M.
F. W. STRADEL, General Agt.
THE OMNIBUS LINE
Calls for passengers at all the principal Hotels, and
every train. By leaving directions at either
above office, will call for passengers in all parts
city, without fail.
J. H. B. RUGGLES, Conductor
NEW ALBANY & SALEM RAILROAD

CHANGE OF RUNNING TIME.
ON AND AFTER WEDNESDAY
next, 13th Instant, Trains will run on the
Albany and Salem Railroad as follows:
Express Trains will leave New Albany daily,
days excepted, at 4 A. M., connecting at Greentown
with Trains West for Toledo, Maumee, Vincennes, as
usual, and arriving at Michigan City at 4:45 A. M.
Chicago at 7:30 A. M., making close connections
Trains hence for Milwaukee, Rock Island, and

and at Michigan City with Trains East, on M.
Central Road, for Detroit, Niagara Falls, New
Boston, &c.
Express Trains South will leave Michigan C.
11.15, P. M., and are at New Albany next day, at
P. M. in time to put passengers into Louisville
afternoon.
Freight Trains will leave New Albany as usual
A. M., every day, Sunday excepted.
J. B. ANDERSON, S.

LOUISVILLE TO CHICAGO S
TRAINS LEAVE NEW ALBA
daily (Sundays excepted) at 3:30 A. M., run
directly through to Chicago, connecting there with
trains for the West and Northwest, leaving there
evening.
The train connects at Greenville with Tr
Terre Haute and Richmond Railroad for St. L.
making the **SHORTEST, QUICKEST**

St. Louis to that point. Connects also at
St. Louis with Trains of Michigan Central Railroad for
Detroit, Buffalo, Niagara Falls, and all Eastern cities.
Tickets for all the principal points East and
West can be had at the office of the Louisville and Portland
Railroad Company, 321 Main street.
Passengers by leaving their names there will be
looked after in any part of the city without extra charge.
JOHN B. ANDERSON, superintendent.
N. STEVENS, General Ticket Agent.

Louisville, New Albany, Lafayette and Chicago
DAILY EXPRESS.
AMERICAN
EXPRESS COMPANY
CASH CAPITAL PAID IN, \$750,000

Proprietors:
WELLS, BUTTERFIELD & CO., New York
LIVINGSTON, FARGO & CO., Buffalo.

THE ONLY EXPRESS LINE
running through to Chicago by passenger train.
Freight taken as low as any respectable Express
Line. Twenty four hours in advance of other Express
Lines.
The American Express Company will dispatch special
Messengers, by passenger trains, daily, between

places, for the transportation of Bank Notes, Coin, and other valuables, in Paper Packages, and Freight.

Prompt attention given to the Collection of Notes, and other demands, by our own agents.

Our Express Lines extend to all the eastern and western towns, Canada, California, Australia, and East and our facilities are unequalled by any other line.

Our long experience and well known responsibility are sufficient guarantee that all business entrusted our care will have promptness and dispatch.

Goods called for in any part of the city.

done at FRANK TRON, Agent, 467 Main.

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